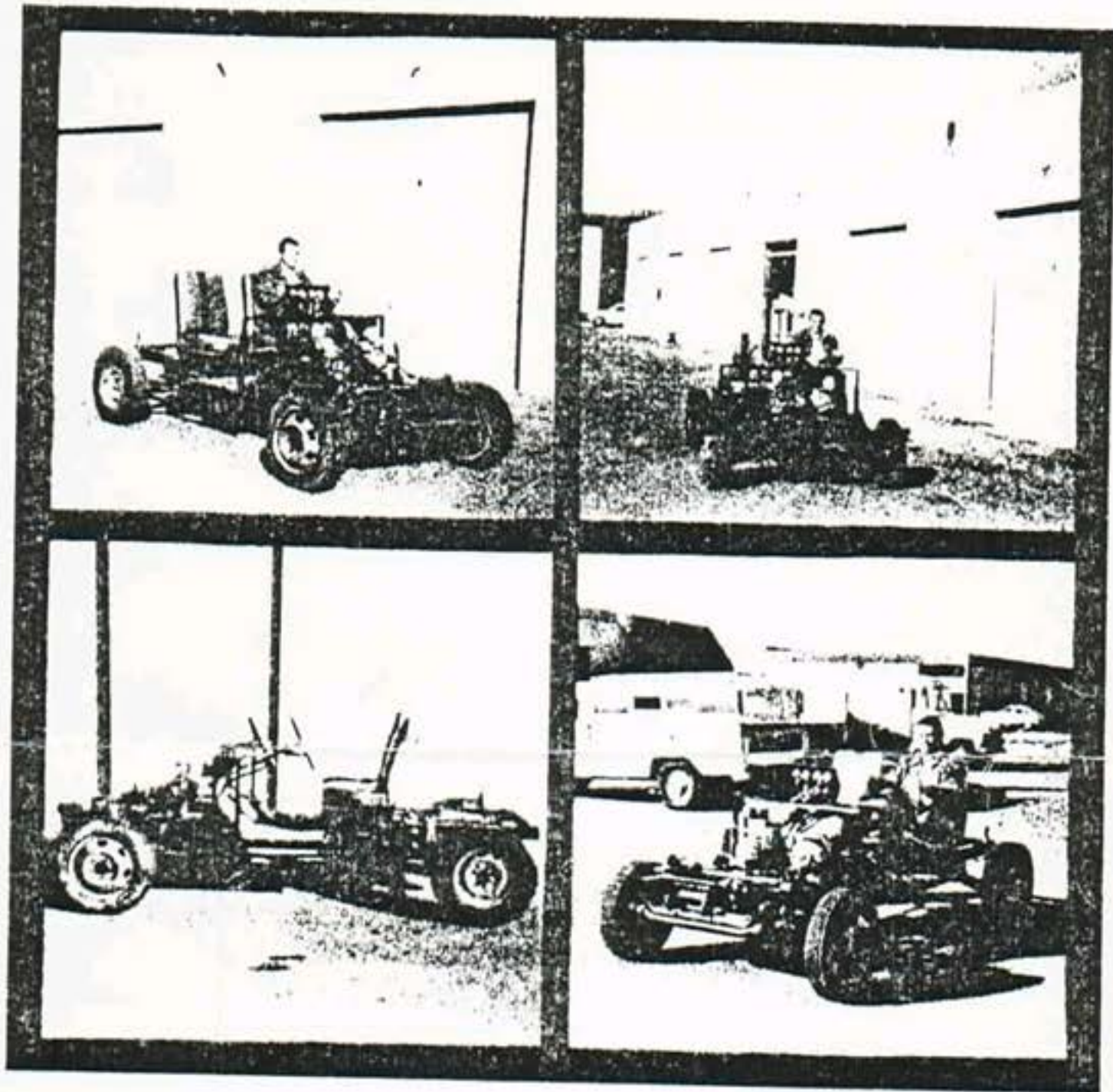


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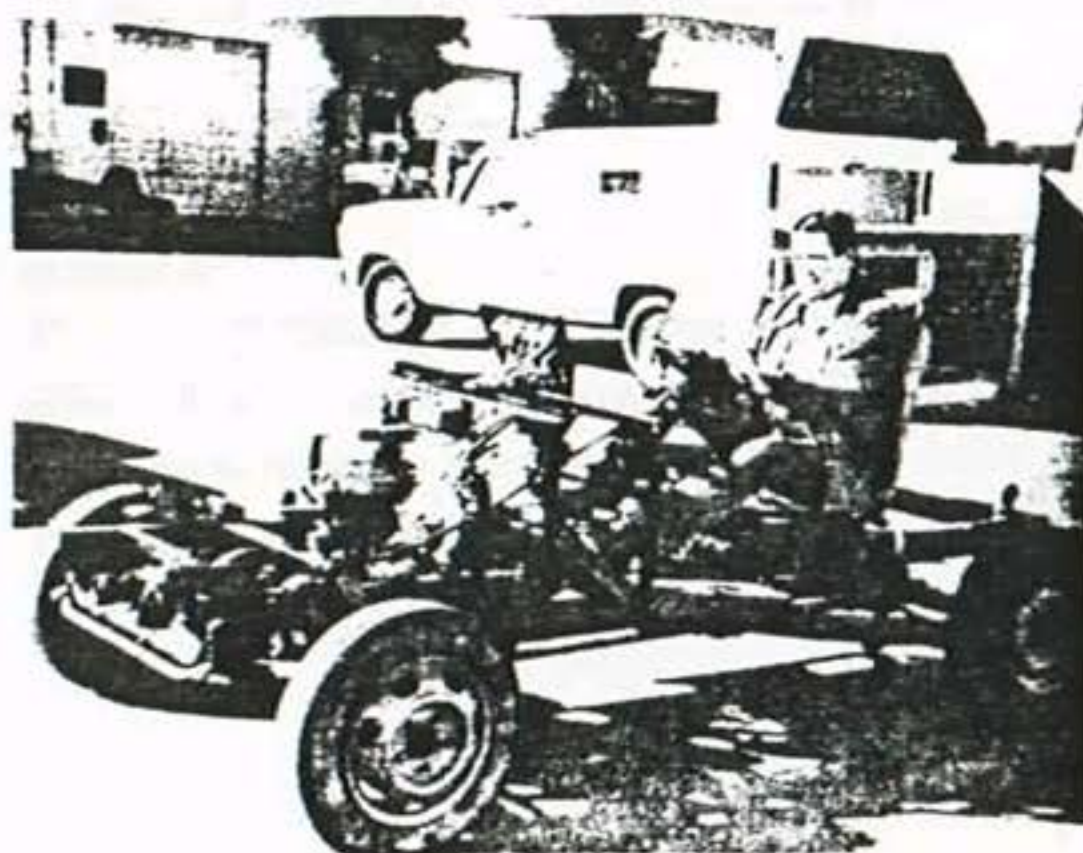
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THE ELECTROMATIC MOTOR CAR

INTRODUCTION

WE ARE PLEASED TO PRESENT, FOR YOUR INSPECTION, A TOTALLY NEW CONCEPT IN THE AUTOMOTIVE WORLD...THE ELECTROMATIC MOTOR CAR.

THIS VEHICLE REPRESENTS THE CULMINATION OF MANY YEARS OF RESEARCH AND DEVELOPMENT AND CAN PROPERLY BE CALLED THE IDEAL SOLUTION TO THE WORLDWIDE PROBLEMS OF ENERGY SHORTAGE, AIR POLLUTION AND TRAFFIC NOISE POLLUTION.

THE ELECTROMATIC MOTOR CAR CREATES IT'S OWN OPERATING ENERGY, EMITS NO AIR POLLUTANTS AND OPERATES IN SILENCE.

THE ELECTROMATIC MOTOR CAR IS SIMPLER IN CONSTRUCTION THAN CONVENTIONAL VEHICLES DUE TO THE SHARP REDUCTION OF MOVING PARTS. THIS ENABLES SHARPLY REDUCED MANUFACTURING COSTS.

THE ELECTROMATIC MOTOR CAR IS A LOW-MAINTENANCE VEHICLE DUE TO IT'S SIMPLIFIED CONSTRUCTION, PARTS REDUCTION AND USE OF HIGH-RELIABILITY COMPONENTS.

YOU ARE CORDIALLY INVITED TO VISIT OUR FACILITY AND SEE FOR YOURSELF THAT THE ELECTROMATIC MOTOR CAR IS INDEED A PRESENT-TIME REALITY.

IES. TOGETHER THEY GIVE US A SOURCE OF THIRTY-SIX VOLTS OF DIRECT CURRENT ELECTRICAL ENERGY. THIS ELECTRICAL ENERGY IS APPLIED TO OUR D.C. DRIVE MOTOR THROUGH A VARIABLE VOLTAGE CONTROL DEVICE THAT IS ACTUATED BY THE ACCELERATOR FOOT PEDAL. THUS PROVIDING OPERATOR CONTROL OF DRIVE MOTOR SPEED. UTILIZING THE APPLIED D.C. ELECTRICAL ENERGY, THE DRIVE MOTOR CONVERTS THIS ENERGY INTO KINETIC ENERGY WHICH IS THEN AVAILABLE FROM THE PULLEYS MOUNTED ON THE MOTOR SHAFT. KINETIC ENERGY IS THEN TRANSFERRED BY V-BELTS DIRECTLY TO THE REAR-DRIVE DIFFERENTIAL UNIT VIA IT'S PULLEYS. KINETIC ENERGY APPLIED TO THE REAR-WHEELS VIA THE DIFFERENTIAL UNIT THEN PROPELS THE ELECTROMATIC MOTOR CAR INTO MOTION.

THUS FAR OUR DRIVE SYSTEM RESEMBLES AN ORDINARY ELECTRIC MOTIVE SYSTEM BUT HERE IS WHERE THE RESEMBLANCE ENDS!

OUR CAR IS NOW IN MOTION. DUE TO THE TOTAL VEHICLE WEIGHT OR MASS, OPERATING WITH INERTIA, OUR VEHICLE LIKE ANY OTHER MOVING MASS TENDS TO REMAIN IN MOTION IN ACCORDANCE WITH THE AMOUNT OF KINETIC ENERGY MOMENTUM BUILT-UP WITHIN IT. IT DOES NOT WANT TO STOP MOVING. IT CAN BE PROPERLY BE SAID THAT OUR VEHICLE, ONCE IN MOTION, HAS ESTABLISHED FOR IT'S SELF A NEW EQUILIBRIUM OF MOTION WHICH IS HIGHLY RESISTANT TO SLOWING DOWN.

NOW...THE GROSS VEHICLE WEIGHT OF THE ELECTROMATIC MOTOR CAR IS ROUGHLY 2000 POUNDS AND THIS MASS IS NOW IN MOTION AT HIGHWAY SPEEDS. AT THIS POINT AND DUE TO THE FACT THAT THIS VEHICULAR MASS HAS WITHIN IT A SURPLUS OF ENERGY, WE ARE ENABLED TO REMOVE A PART OF IT'S STORED KINETIC ENERGY MOMENTUM WITHOUT REDUCING THE SPEED OF THE VEHICLE. HERE IS WHERE THE FRONT-END DIFFERENTIAL THAT YOU NOTICED EARLIER COMES IN.

THE ~~FOR~~WARD MOMENTUM OF THE VEHICLE CAUSES THE FRONT WHEELS TO ROLL. THIS MOTION TRANSFERS THROUGH THE FRONT-END DIFFERENTIAL TO IT'S DRIVE SHAFT ON WHICH ARE MOUNTED V-BELT PULLEYS. THESE PULLEYS IN TURN ARE BELTED TO THREE TWELVE VOLT ALTERNATORS. AT THIS POINT KINETIC ENERGY IS CONVERTED BACK INTO ELECTRICAL ENERGY. THE ALTERNATOR OUTPUTS ARE THEN FED BACK INTO THE INITIAL BATTERY ENERGY SOURCE THROUGH STANDARD AUTOMOTIVE TYPE REGULATORS. IN OUR SYSTEM THE ALTERNATORS OPERATE IN PARALLEL TO THE REVERSE SIDE OF A SERIES LOOP. EACH ALTERNATOR SUPPLIES CURRENT FOR TWO OF THE CELLS IN THE SIX CELL ENERGY PACK, SO YOU CAN SEE THAT THE BATTERIES BECOME CAPACITORS AFTER THE SYSTEM IS IN MOTION.

NOTICE WHAT IS HAPPENING HERE. SIX BATTERIES ARE IN SERIES AND THREE ALTERNATORS ARE IN PARALLEL. EACH

IS IT ON? YOU ASK AND I ANSWER OF COURSE. TRY DEPRESSING THE FOOT PEDAL. AS YOU DO THE CAR SILENTLY AND SMOOTHLY BEGINS TO MOVE. GAINING SPEED WE MOVE SWIFTLY DOWN THE HIGHWAY AND THE ONLY SOUNDS YOU HEAR ARE THE TIRES ROLLING ON THE PAVEMENT AND THE WHISPER OF THE WIND.

NOW WE ARE UP TO FIFTY MILES PER HOUR AND YOU ARE AMAZED AT THE SMOOTH CONTINUOUS SPEED CHANGING AND THE TOTAL ABSENCE OF MOTOR NOISE. IT IS STRANGE AFTER SO MANY YEARS OF DRIVING ORDINARY CARS.

WE ARE NOW STOPPING FOR A TRAFFIC SIGNAL AND AS WE WAIT ONE WOULD BE TOTALLY UNAWARE THAT THE CAR IS ON WERE IT NOT FOR THE DASHBOARD INDICATORS.

NOW THE LIGHT IS GREEN AND YOU ARE AGAIN ACCELERATING THE CAR, AND THERE IS ONLY ONE WORD THAT FITS HERE... SMOOTH.

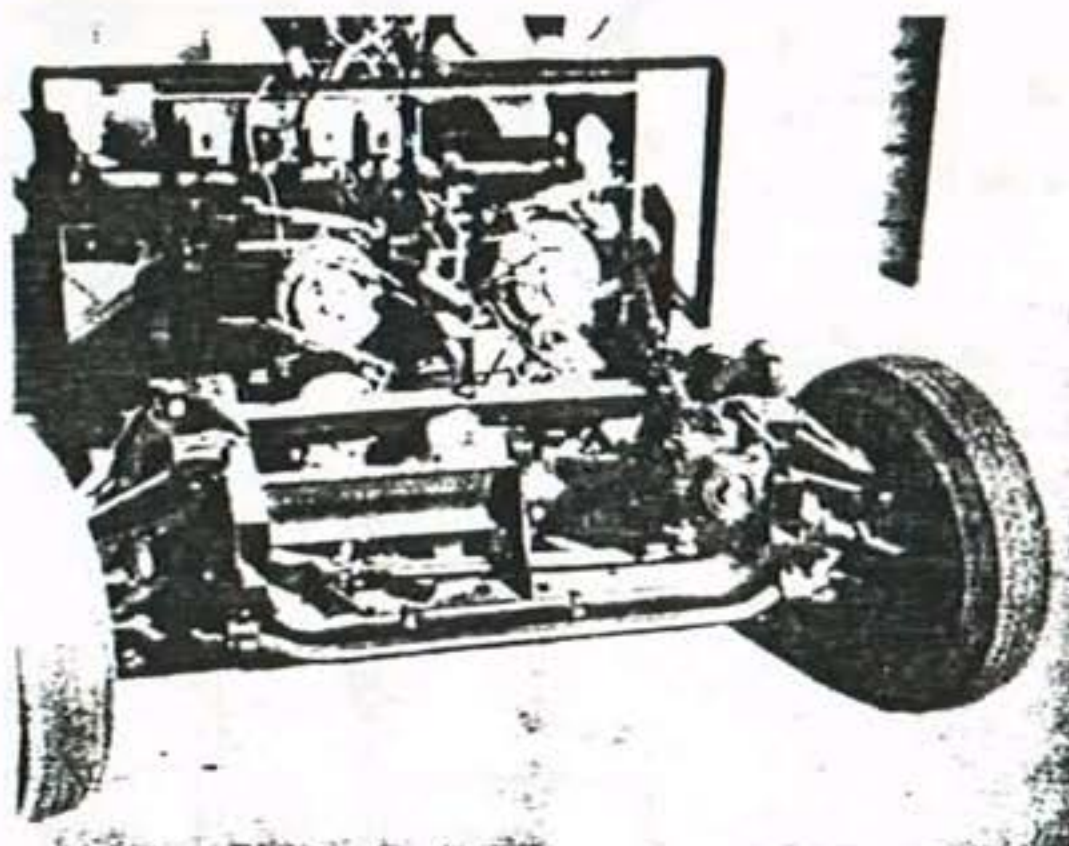
WE HAVE RUN OUR COURSE AND YOU ARE NOW DRIVING THE CAR BACK INTO OUR SHOP.

ALIGHTING FROM THE CAR, WE NOW RETURN TO OUR OFFICE AREA WHERE COFFEE AWAITS US.

WE HERE AT THE ELECTROMATIC MOTOR CAR CORPORATION APPRECIATE THE INTEREST YOU HAVE SHOWN IN OUR VEHICLE AND HOPE THAT YOU HAVE ENJOYED YOUR TOUR AS MUCH AS WE HAVE ENJOYED ESCORTING YOU.

THANK YOU.





Now look at Picture No. 2. You can see the differential or gear box that is similar to the one in the rear. This one has a 5.30 to 1 gear ratio. This is a front wheel drive assembly out of an Eldorado, but instead of using it to drive the car, we let the car drive it. There is a shaft 18 inches long coming off of the pinion shaft that has four pulleys on it. These pulleys are six inches in diameter. These six inch pulleys drive two inch pulleys on the alternators which adds another two to one ratio to the performance.

Now let us sum this all up in one complete operation.

We start the car in motion. We bring the speed up to 2000 R.P.M. at the rear pinion drive. This will give us about 800 R.P.M. on the rear wheels. Since the front wheels are smaller in diameter, they will be turning approximately 900 R.P.M. at the same time. Remember the only thing that turns the front wheels is the motion of the car. At 900 R.P.M. on the front wheels we will get 4670 R.P.M. on the shaft with the six inch pulleys, thus our alternators are turning 9340 R.P.M. So you can see that we are getting 100% output of the potential here. Now, if you will look at Picture No. 2 again, you will notice there are four voltage regulators mounted above the alternators. This allows us to regulate the output of the alternators so that they are only putting back into the system what we need, but due to the many different modes of driving patterns that people have, we are only able to get 300 to 500 miles between charges. We will be able to increase this with further research into the many applied systems that are being developed at present throughout the world.

The secret to this system is in the way that it has to be wired. In this type of circuit we cannot have a common ground, so each alternator has to be insulated. This makes each alternator work parallel to the others. This is the only way we can put a parallel set of units into a series loop without it shorting across the terminal connectors. Study Sketch No. 1 for correct wiring. Remember the batteries have to act as capacitors after the car is moving and the alternators are turned on.

We have structured a corporation for this project and hope to have all agency tests completed and be in production within two to three years. We should have our Stock Issue approved by March 1977. If there are any of our readers interested in buying shares for this project feel free to write us for information.

We do not feel that the ELECTROMATIC MOTOR CAR will be feasible for all modes of power systems. So we would like to expose a system that has been developed by one of our members. It is the TROYAN AIR PROPULSION FLYWHEEL, invented by JOSEPH P. TROYAN (patent pending).

The AIR PROPULSION FLYWHEEL will power many systems. To name a few that our present age in society is in need of: First is a no-fuel stationary system for generating electrical power and there is no limit to the size of generator that it will pull 110 V to a 440 V system.

These generators can be designed as portable plants for new construction or in rural areas where noise and exhaust fumes are considered a hazard due to the fact that this system makes no noise and does not burn any fuel whatsoever.

The cost of running our trucks and buses, averages around 25¢ a mile, with the AIR PROPULSION FLYWHEEL driving an Electro-Hydraulic system it would cost .02¢ a mile for the same operation.

Basically the inventor of the AIR PROPULSION FLYWHEEL is using the same principle as the inventor of the ELECTRONATIC MOTOR CAR, it is a RATIO AMPLIFICATION OF MOTION. The only difference is that one uses the motion of air in a closed system, while the other uses the motion of the vehicle itself.

The following is a breakdown of each component that will be used in a Dock Truck or Pull Motor for warehouses or factory use, or on the docks for unloading ships.

Summary of encompassing features utilized in accordance with the enumerations:

1. Fly-wheel and ports.
2. Fly-wheel port sealing rings.
3. Fly-wheel sealed encasement.
4. Air foot throttle valve.
5. Air heating unit.

6. Air thrust pump.
7. Air return cooling system and pump.
8. Auxiliary compressor.
9. Automatic transmission.
10. Pressurized air supply tank.
11. One-way ball check valves.
12. High amperage alternator.
13. High amperage 24 volt battery.
14. Fly-wheel shaft bearings.
15. Air feed line.
16. Air return line.
17. Auxiliary air compressor feed line.
18. Dashboard air pressure gauge.
19. Air feed shoe.
20. Two air feed shoe lines.
21. Dashboard key switch controlling circuits to air heating tank, air booster pump and air cooling and return pump.
22. Air safety check valve.

Yet we cannot fathom the intelligence behind a civilization that could describe the Universe in a Monument of Stone. The mysteries of any past or future civilization will always prevail as magic to the complications of the present.

I feel that the information that will be in the March issue will be very interesting to those that are students of life.

We do not have all of the test data from the project on the H^1 to He^4 BOTTLE REACTORS for the Octave Wave Principle. We regret that all the information cannot be put together in time for the December issue. So we will put it in the first issue after all test data has come in, plus sketches.

Since we are at the end of another year and are looking at the Christmas and New Years Holidays, we of the WORLD FEDERATION would like to extend our HEARTFELT WISHES for a GOOD HOLIDAY SEASON and a VERY PROSPEROUS NEW YEAR.

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DIFFUSION A LA VICTOR SCHAUBERGER

By Albert Zock



Victor Schaubenger, inventor of the implosion-generator had no doubt that the Atlanteans knew the catalytic secret and therefore had silent airplanes.

He was fascinated by flying and even more by the gliding of birds high in the sky with no obvious physical effort. He also observed a similar phenomenon in mountain streams where trout could stand motionless in a strong current, and, if disturbed, would shoot, like an arrow, not to one side, but straight ahead into the stream. Did he ever find an explanation?

There are other phenomena as well. Rivers in some places in Europe literally flow uphill. One such river is in the Tatra mountains located in the Balkan. On a stretch of 15 kilometers the river climbs 64 meters.

Reports in the media about such striking occurrences are ignored by science, because no explanation can be given, and deeper investigation might result in collapse of the well established "Law of gravity."

In the opinion of V.S., such phenomenon as climbing rivers is related to the motion of birds and trout and its explanation could revolutionize our science, and if properly handled, could cut energy costs to almost nothing.

In his view, science made a big mistake by describing water as two hydrogen and one oxygen atom (H_2O). If water could be put into a formula, it should read: Water is an ideal medium for transformation into an accumulator or transformer, and only the way it is moved determines whether it will be magnetic or electric. Such currents are of organic origin and decompose water into its basic substances (Hydrogen-Carbon-Oxygen) H-C-O.

Under certain conditions, its carbon (C) unites with the oxygen (O) to form organic electricity. The freed hydrogen (H) shoots upward, spinning, attracting and absorbing the missing C & O from its environment and forms water again. If we break this tornado with a propeller or turbine, mounted within a pipe of proper dimension, the result will be that 4000 liters of air per second rushing with a speed of 200 kilometers per hour, will yield a force of 1000 horse power, but only 4 horse power are needed to break up 4000 liters of air. The remaining 996 hp. are free energy.

This phenomenon is based on thermoelectric forces such as in cyclones or tornados which can be observed. Such implosion processes can be duplicated in small machines that give enormous power.

Similar reactions take place in lungs of birds and in the gills of fish. The absorbed air or water touches organic catalysts which diffuse it; the split-off hydrogen acts like a magnet on the carbon and oxygen surrounding it, diffusing it in such a manner that in front of the opening of a machine, or the mouth of a bird or fish, the pressure sinks below 100 mm., leaving a vacuum which will push an airplane, bird or fish forward.

The disasters in the thirties of the American airship, "Acron," and the German airship, "Hindenburg," were probably caused by diffusing of their gases. The Acron was filled with helium and its diffusion causes rain, whereas hydrogen turns into fire. An analogue to the helium synthesis can be found in the natural process of rain.

At that time people did not pay much attention to this, since 50 years ago this analytic kind of synthesis was almost unknown.

